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Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

MEETING OF THE

**TRANSPORTATION &
COMMUNICATIONS COMMITTEE**

Thursday, May 6, 2004

9:30 a.m. – 10:30.m.

Please Note Special Time

Hyatt Regency

711 South Hope Street

Los Angeles, CA 90017

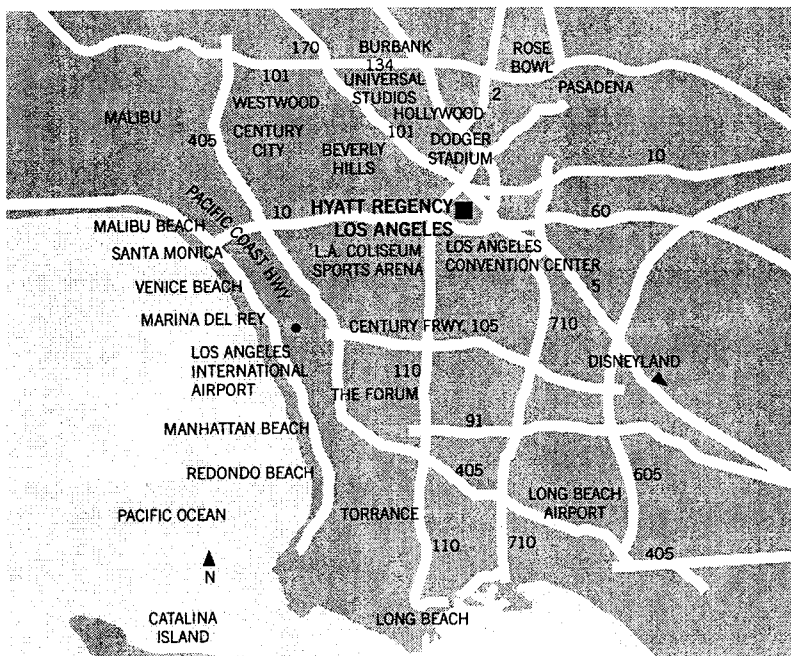
213.683.1234

Agenda and Directions Enclosed

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and minutes for the Transportation & Communications Committee are also available at:
<http://www.scag.ca.gov/committees/eec.htm>

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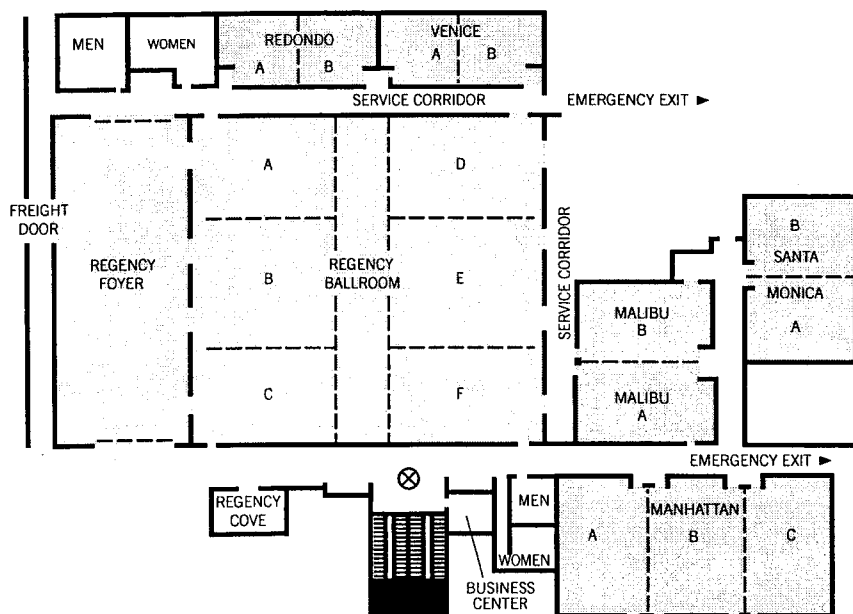


Hyatt Regency Los Angeles

DIRECTIONS

From Los Angeles Int'l Airport: Take Sepulveda Blvd. south to 105 Hwy East. Travel to 110 Freeway North. Exit on 6th St. Turn right on Hope St. Hotel is on corner of Hope and 7th St. Entrance is on right.

BALLROOM LEVEL



Note: All SCAG activities will be held on the Ballroom Level.

LOCATION

Approximately 15 miles northeast of the Los Angeles International Airport. Hotel is situated on the corner of 7th and Hope Street, inside Macy*s Plaza.

DIRECTIONS TO HOTEL FROM THE NORTH

From the 110 Harbor/Pasadena Freeway: Heading south, exit on 6th Street, make right on Hope, to the corner of Hope and 7th

From 101 Ventura/Hollywood: To the 110 Harbor/Pasadena freeway south, exit on 6th Street, make right on Hope, to the corner of Hope and 7th.

DIRECTIONS TO HOTEL FROM THE SOUTH

From the 5 (Santa Ana), heading north on 5, take the 10 (Santa Monica) freeway west to the 110 Harbor/Pasadena freeway north, exit on 6th Street, make right on Hope, to the corner of Hope and 7th.

From the 405 (San Diego) freeway: Heading north on the 405, take the 110 Harbor freeway north, exit on 6th Street, make right on Hope, to the corner of Hope and 7th OR 405 to 10 Santa Monica East to 110 Harbor (Pasadena) north, exit on 6th Street, make right on Hope, to the corner of Hope and 7th.

DIRECTIONS TO HOTEL FROM EAST

From the 10/60 Pomona freeway: take the 110 Harbor freeway north, exit on 6th Street, make right on Hope, to the corner of Hope and 7th.

From the 91 east: to the 5 Santa Ana freeway north, to the 10 Santa Monica freeway west, to the 110 Harbor freeway north, exit on 6th Street, make right on Hope, to the corner of Hope and 7th.

DIRECTIONS TO HOTEL FROM WEST

From the 10 Santa Monica east to the 110 Harbor freeway north, exit on 6th Street, make right on Hope, to the corner of Hope and 7th.

From the 101 Hollywood freeway: to the 110 Harbor freeway south, exit on 6th Street, make right on Hope, to the corner of Hope and 7th.

PARKING

The Hyatt Regency is located in Macy*s Plaza. For Self-Parking you can enter the Plaza parking garage on Hope, 8th or Flower. Take the Macy*s parking garage elevators to the Garden Level. Walk through the shopping plaza to the Hyatt lobby entrance.

LOADING DOCK

Enter parking garage on 8th Street between Hope and Flower. Inform Security of your purpose and proceed.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

1.0 CALL TO ORDER

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. When you are called to speak, please come forward and state your name for the record.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 March 4, 2004 Meeting Minutes
Attachment

4

3.1.2 FY05 Consensus Approval **Felicia Brannon**
Request **Sr. Govt. Affairs Analyst**
Attachment **SCAG Staff**

14

3 minutes

Consensus Program
Appropriations additions

3.1.3 Approve Submittal of Letter
Supporting House and Senate
Bill Provisions to Fund Transportation
Programs for Indian Reservations
in the Reauthorization of TEA-21
Attachment

18

3.2 Receive and File

3.2.1 Intergovernmental Review Clearinghouse Reports
Separate attachment

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
3.2	<u>Receive and File (cont.)</u>			
	3.2.2. <u>State Legislative Matrix Attachment</u>		19	
4.0	<u>ACTION ITEMS</u>			
4.1	<u>AB 2628 (Pavley) Hybrid Vehicle Use of HOV Lanes Attachment</u>	Al Bowser, Sr. Regional Planner, SCAG Staff	28	5 minutes
	AB 2628 authorizes the Department of Motor Vehicles to issue a limited number of decals to certain hybrid vehicles to permit their use of HOV lanes.			
	Recommended Action: Information/Discussion			
5.0	<u>INFORMATION ITEMS</u>			
5.1	<u>Regional Transportation Improvement Program Attachment</u>	Rosemary Ayala Lead Regional Planner SCAG Staff	31	5 minutes
	Staff will present a presentation on the Status of the 2004 Regional Transportation Improvement Program			
5.2	<u>Transportation Conformity Update (2004 RTP) Attachment</u>	Charles Keynejad Senior Regional Planner SCAG Staff	34	7 minutes
	2004 RTP conformity finding by non-attainment area and needed EPA's adequacy finding for new emissions budgets in Ventura and Southeast Desert ozone areas			



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
5.0	<u>INFORMATION ITEMS (cont.)</u>		
5.3	<u>California HSRA DEIR/EIS</u> <u>Comments</u> <u>Memo/Attachment</u> <u>Separate Mailing</u>	Sarah Adams P & P Special Projects SCAG Staff	2 minutes
	CHSRA has submitted their draft EIR/EIS for public comment. SCAG will be drafting comments and submitting these to TCC for approval.		
6.0	<u>MAGLEV TASK FORCE REPORT</u>	Hon. Ronald Bates, Chairperson	
7.0	<u>CHAIR REPORT</u>	Hon. Lee Ann Garcia, Chairperson	
8.0	<u>STAFF REPORT</u>	Rich Macias, Manager, Transportation Policy & Planning, SCAG Staff	
9.0	<u>FUTURE AGENDA ITEMS</u> Any committee members or staff desiring to place items on a future agenda may make such request.		
10.0	<u>ANNOUNCEMENTS</u>		
11.0	<u>ADJOURNMENT</u> The next meeting of the Transportation and Communications Committee is scheduled for Thursday, June 3, 2004 at the Temecula Creek Inn.		

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

March 4, 2004

MINUTES

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AUDIO-CASSETTE TAPES OF THE ACTUAL MEETING ARE AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Southern California Association of Governments Transportation and Communications Committee (TCC) met at SCAG offices in Downtown Los Angeles.

MEMBERS PRESENT

Voting Members Present

Lee Ann Garcia, Chair
Glen Becerra
Paul Biane
Lou Bone
Art Brown
Yvonne Burke
Lawrence Dale
Gene Daniels
Cathryn DeYoung
Richard Dixon
Bonnie Flickinger
Gary George
Frank Gurule
Carol Herrera
Sandra Jacobs
Tim Keenan
Robin Lowe
Patsy Marshall
Judy Mikels
Llewellyn Miller
Pam O'Connor
Gary Ovitt
Will Pieper
Bea Proo
Tod W. Ridgeway
Ron Roberts
Charles Smith
David A. Spence
Dick Stanford

City/County Representing

Grand Terrace
Simi Valley
County of San Bernardino
Tustin
Buena Park
County of Los Angeles
Barstow
Paramount
Laguna Niguel
Lake Forest
Moreno Valley, WRCOG
Redlands, SANBAG
Cudahy
Diamond Bar
El Segundo
Cypress
Hemet
Buena Park
Ventura County
Claremont
Santa Monica
Ontario
Desert Hot Spring, CVAG
Pico Rivera
Newport Beach
Temecula, WRCOG
County of Orange, OCTA
Arroyo Verdugo Cities
Azusa

Tom Sykes
Paul Talbot
Sidney Tyler

Walnut
Alhambra
Pasadena

Voting Members Absent

Harry Baldwin
Ron Bates
George Cole
Bill Davis
Judy Dunlap
Peter Herzog
Bonnie Lowenthal
Keith Millhouse
Mark Nuaimi
Greg Pettis
Jeffrey Reinhardt
Greig Smith
Cameron Smyth
Tonia Reyes Uranga
Linda Wilson

Representing

San Gabriel
Los Alamitos
Bell, Gateway Cities COG
Simi Valley, VCTC
Inglewood
Lake Forrest
Long Beach
Moorpark
Fontana, SANBAG CTC
Cathedral City, CVAG
Las Virgenes/Malibu
Los Angeles
Santa Clarita, North LA County
Long Beach
Manhattan Beach/South Bay Cities

Voting Members, Not Elected Officials Present

Rose Casey

Representing

Caltrans, Los Angeles

Voting Members, Not Elected Officials Absent

Board Member
Rotating Board Member

Representing

California, DOT
Air Resources Board

Transportation Commissions – Vacant

Los Angeles County Metropolitan Transportation Authority

New Members

Isadore Hall, III, Compton, Councilmember
Steven Adams, Riverside WRCOG, Subregional Representative

1.0 CALL TO ORDER

Chair Lee Ann Garcia called the meeting to order at 10:30 a.m.

2.0 PUBLIC COMMENT PERIOD

Was delayed to follow Action Item 4.1

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1. February 5, 2004 Meeting Minutes

3.2 Receive and File

3.2.1 Intergovernmental Review Clearinghouse Reports

3.2.2 State and Federal Legislative Matrix

MOTION was made to approve the consent calendar items, SECONDED, and UNANIMOUSLY APPROVED.

4.0 ACTION ITEMS

4.1 2004 Regional Transportation Plan (RTP)

A presentation of the Final Draft 2004 RTP was made by SCAG Consultant, Mr. Tarek Hatata. Mr. Hatata presented a summary of revisions that were incorporated into the Final Draft 2004 RTP based upon public comments and directions from various committees..

Mr. Hatata stated that there were quite a few comments/questions regarding the RTP's commitment to transit partly because of the incremental preservation dollars going primarily to the state highway system and arterials. Some advocates want more transit than is currently affordable. Mr. Hatata stated that the Plan now clarifies the significant commitment to transit including \$57.7 billion dollars, and as part of the incremental public funding there is \$5.5 billion for local bus, \$3 billion for transit corridors, and \$1.8 billion for Metro Link.

Mr. Hatata stated that another comment was in reference to Operation Jumpstart. There was confusion as to what it is, how it would be developed, but per the Regional Council's direction in December, Operation Jumpstart is no longer referenced in the RTP.

The final RTP will be presented to the Regional Council on April 1st for their consideration for adoption. It would then be submitted to the Federal agencies for conformity certification which must be obtained prior to June 8th in order to avoid conformity lapse in the region.

PUBLIC COMMENT PERIOD

Ms. Jennifer Jaroski, representing Californians' for Safe Highways
Ms. Jaroski commented on the RTP's Goods Movement section as it related to dedicated truck ways. Her organization is concerned that the dedicated truck ways would allow longer combination vehicles on our

highways. Her organization is opposed to this, as there has been numerous studies that indicate that trucks are inherently dangerous even if they are on dedicated roadways. What happens when there is a crash on a truck lane and it becomes blocked? Will the triples be allowed to get off and mix with regular traffic to bypass the crash? It is very likely that because of their size and weight that they would have to merge into other lanes of traffic. Will they be forced to sit there for hours waiting for the accident to be cleared up? How do emergency vehicles get onto the dedicated lanes?

The truck industry has been fighting since 1991 to open up all inter-states nationwide to triple trailers and longer double trucks. Nevada allows triple trailer trucks and the organization is afraid that this will extend into California opening up a floodgate of triple trailers coming in from Nevada and other Western states. California State Legislature recently passed a resolution, SJR7, which asks Congress to maintain current truck size and weight standards throughout the authorization of TEA. Additionally, Members of Congress are opposed to any expansion of LCV's.

Mr. Kelly McDowell, Councilmember, City of El Segundo

Mr. McDowell stated that El Segundo remains concerned about the overly aggressive aviation demand projections that fail to take full account of the changes in the industry since 911. LAX and airports across the Country still have deeply reduced activity levels with no clear return to prior levels. By overstating projected demand the Plan puts unnecessary and unrealistic pressures on several of the Region's airports, Plamdale and March in particular. This could result in pressures to expand LAX if those airports are unwilling to meet those growth projections, and invites the exaggeration of potential economic loss if the Regional Council considers a scenario that serves less arrogant demand.

El Segundo is also concerned with the failure to fully integrate the proposed Cal-Nev Maglev System or the Anaheim to Ontario Airport segment of that system into the RTP. The Anaheim to Ontario Airport segment will offer the Region the most effective strategy available for addressing one of the dilemmas of the 2004 RTP, which is, meeting the aviation demand generated by Orange County following the loss of El Toro as an airport option. El Segundo urges that the RTP include the Cal-Nev Maglev system in general, and the Anaheim to Ontario Airport segment in particular.

Ms. Sandra Balmir, representing Federal Highway/FTA L.A. Metro

Ms. Balmir stated that there were three areas of concern to her organization first being fiscal constraint. They understand that the State had some fiscal issues and surrounding the passage of the next

transportation bill. The second area is in conformity. They understand that SCAG is continuing to work on the model output's for the conformity, and they would like to see the model output's before the final RTP comes out. Third, they are concerned about the implementation of Land Use Integration and how it will play out for the Region.

Mr. Charlie Lombardo, President of Burbank/Glendale/Pasadena Airport Authority, also known as Bob Hope Airport. Mr. Lombardo stated that he was addressing the 10.7 Map that is being projected for Bob Hope Airport in 2030. There is a footnote that says forecast for the airport assumes higher passenger activity within the physical constraints of the airport than what is assumed by the airport staff. Mr. Lombardo stated that this is partially true, but when Staff did the assumptions they showed thirty percent of existing general aviation air traffic dissipating. Bob Hope Airport has since gone up thirty percent in the last two years. Furthermore, there is an assumption that the Bob Hope Airport is building three remote gates, which they are not doing now or in the future, making the RTP's assumptions in this area faulty. Where is the validity of the numbers when the assumptions are inaccurate.

The RTP shows Bob Hope Airport using 757's. Seventy percent of the airport's traffic is on Southwest Airlines. Mr. Lombardo inquired of a Southwest individual as to when they would be switching to 757's? The individual stated that Boeing would not be making 757's after 2004, they were phasing out the line.

Mr. Lombardo asked Staff to seriously consider for the integrity of the Plan's numbers, reducing the Map number at Bob Hope Airport.

Mr. Steve Finnegan, representing Automobile Club of Southern California

Mr. Finnegan stated that his association had some concerns regarding some of the financial assumptions included in the RTP. They believe there is a need to maintain Proposition 42 and protect existing transportation revenues linked to any attempt to increase them. The Auto Club is going to oppose any measure to increase transportation fees or taxes that do not address and include keeping the transportation funds that are currently flowing.

In the area of highway improvements, Mr. Finnegan stated that they believed everyone is in support substantial expansion of the transit systems, improving services, and providing new transit projects. But as this is developed and with the growth we will be experiencing in Southern California, we are going to continue to experience more travel on our highways. If there is an inadequate investment to improve and to maintain the highways, we will be relegating the majority of Southern California's to more congestion and a lower quality of life in the future.

In the area of dedicated truck lanes and long combination vehicles, the Auto Club supports the concept of truck lanes because they believe there will be need for them in some of the corridors in the future. But they are opposed to allowing the long combination vehicles in California. Inevitably the trucks would need to leave the lanes to get to warehousing or other facilities along their routes. If trucks did stay on the dedicated facility it would not be an issue, but the Auto Club is convinced that they will have to leave the dedicated facility either legally or illegally. They believe there will not be adequate enforcement to keep the trucks on the truck lanes.

Mr. Ty Schuiling, SANBAG, expressed that the 2004 RTP represents some of the best Staff and consultant work done to date on any Regional Transportation Plan in this region. It is indicated that there are some agreed to conditions such as the widening of Interstate-10 in the Eastern Valley area, and textual references to the Anaheim/Ontario Maglev that have been inadvertently omitted. SANBAG also has comments on the Travel Demand Management section. Based on that understanding and the recognition of Staff's clear commitment to incorporate those comments, Mr. Schuiling recommended that the Committee move the Plan forward to the Regional Council for adoption in April. Mr. Schuiling then suggested that the TCC direct Staff to return to its next meeting with an action plan for post adoption activities associated with the 2004 RTP. A plan dealing with issues such as financial constraint, the R-TIP, preparation and adoption, air quality conformity, task force frame work, and how the implementation of the Growth Visioning process is proceeding and what the next steps are likely to be.

End of Public Comment Period

Mr. Charles Smith, OCTA, commented on the subject of a ground access system to be able to decentralize the airport system given that El Toro is no longer a potential airport. According to the Plan, the region will be dependent on MAGLEV to carry passengers to the outlying airports. Mr. Smith then questioned where the funding is going to come from, would it be from one of the other projects? He also stated that the Plan did not address how air cargo was going to get from Orange County/San Diego County to the decentralized airports.

Mr. Ikhrata, SCAG Staff, then stated that MAGLEV, which cost would be in the area of \$26 million, would not take money away from any of the other projects because MAGLEV is to be privately financed. He added that Staff spent \$16 million to study the feasibility of MAGLEV in the corridors. Three consultant teams gave feed back based on the growth of the region in the next thirty years. The study indicated that the system will not only pay for itself, but will make a profit for whoever invests in it. Staff is then accepting the result of the studies and

moving forward. Additionally, the decentralized system of aviation with no El Toro and LAX as a MAP airport will rely heavily on outlying airports to expand. For those to expand we need to transport people there and the MAGLEV is an important component to facilitate this. Mr. Ikhata added that in terms of air cargo, there are programs and policies that needed to be addressed.

Mr. Ikhata went on to explain that there is a consultation process requirement of SCAG that Staff go to the RTAC and the RTAC then needs to agree to move the RTP, which was done on February 25. RTAC moved the Plan with the following changes: that the language in the Aviation System in regards to March Airforce Base is to mention that the priorities are military and cargo, and in later years the passenger service be included. Secondly, RTAC recommended that Staff immediately after adoption of the Plan look at other airports, Palm Springs and Imperial, as options to accommodate the demand alternative to March Airforce Base.

Ms. Robin Lowe, Hemet, continued by stating that RTAC had concerns in the area of Demand Management. RTAC does support the Final Draft of the 2004 RTP and recommend the adoption to the TCC with the caveat that SCAG and the CTC's will begin working immediately to identify appropriate public and private TDM program elements and funding for the Plan when amended or updated. Secondly, that Staff refines the process establishing all public and private TDM financial investment levels contained in the RTP are tracked, documented, and reported to assist in the regional demonstration of the TDM/TCM's timely implementation in assessment of program effectiveness. Lastly, the Committee define and gain consensus on the respective public and private agency roles and the responsibility linkages of the TDM program elements. Mr. Ikhata stated that Staff has absolutely no issues in following through on this.

Mr. Lawrence Dale, Barstow, pointed out that in the public comment section there were two mentions of the Cal-Nev Projects not listed in the Plan, but there is then indication of a commitment to place it in the Plan. As a member of the Committee he requested that the verbiage in the document show the Cal-Nev Project. Mr. Ikhata responded that the Cal-Nev Project was in the Plan, on the MAP, as a study project and the language in the Plan did reflect that.

Ms. Robin Lowe, Hemet, stated that in the area of LCV's/Truck Lanes she would like to see some language stating we do not assume LCV's on the dedicated truck lanes at this time. Mr. Ikhata, Staff, stated that there would be no problem putting the language saying that research needs to be done before it is determined what kind of vehicle is allowed.

Mr. Ikhata then clarified that if there was anything in the Plan that required a change that was significant, it could not be changed unless the Committee re-circulated the Plan and EIR. Changes could be address through amendments if the Region on a whole decided there was in area that needed to be changed.

Ms. Judy Mikels, Ventura County, stated that the Aviation Task Force had a lengthy discussion on the Bob Hope Airport/Imperial County request for the addition of a MAGLEV footnote and voted to keep Bob Hope Airport's forecast at 10.7 maps. However, a footnote will be added that says forecast for the Bob Hope Airport assume higher passenger activity within the physical constraints of the airport than which is assumed by airport staff. This will then address the immediate concern, and if there is a need for an amendment at a later time the Committee can then address this. Additionally, Imperial County had requested that a footnote be added as to the future possibility of an international airport being added in the county in conjunction with their discussions with San Diego SANBAG. Mr. Ikhata, Staff, then clarified that the Aviation Task Force voted against adding the footnote because they felt that the time available to duly consider the issue for inclusion in the 2004 RTP was inadequate. However, RTAC supported adding the footnote because they felt that the issue is important and pressing enough to merit inclusion in the 2004 RTP even though the issue will need to be studied further beyond the adoption of the plan. In the end, the committee agreed to the inclusion of the footnote.

After a lengthy discussion and Public Comment period it was MOVED (Dixon), SECONDED (Ridgeway), with 2 NOES (Smith & Spence), and 2 ABSTAINING (Burke & Proo) to APPROVE and adopt the 2004 Regional Transportation Plan (RTP).

4.2 FY 2005 Federal Transportation Appropriations Request

Mr. Don Rhodes, Staff, expressed that SCAG had a very successful trip last month to Washington to present the Consensus Program for the Region. Each year in the spring, SCAG prepares its federal appropriation requests for funding in the next federal fiscal year beginning in October. One of the successes of the Southern California Transportation Delegation has been the presentation of Southern California's transportation needs. The delegation comprised of SCAG and the region's county transportation commissions, has focused its efforts to date on the reauthorization of TEA-21, the federal surface transportation program.

Staff's main concern is, last year the State received \$393 million, our region received only \$66 million. There is a need for a stronger combined effort to get the funding from the Federal Government for

these important projects. Mr. Rhodes then asked for approval of this item so Staff can move forward with its appropriation request to Congress.

It was MOVED (Talbot), SECONDED (Roberts), with 1 NO (Proo), and 1 ABSTAINING (Burke) to approve the Federal Transportation Appropriations request.

5.0 INFORMATION ITEMS

None at this time

6.0 MAGLEV TASK FORCE REPORT

Because of time constraint, there was no report at this time.

7.0 REGIONAL TRANSPORTATION AGENCIES COALITION (RTAC) REPORT

Because of time constraint, there was no report at this time.

8.0 REGIONAL TRANSPORTATION DEMAND MANAGEMENT (RTDM) REPORT

Because of time constraint, there was no report at this time.

9.0 CHAIR REPORT

Because of time constraint, there was no report at this time.

10.0 STAFF REPORT

No report at this time

11.0 FUTURE AGENDA ITEMS

No additional agenda items were identified.

12.0 ANNOUNCEMENTS

No announcements

13.0 ADJOURNMENT

Chair Garcia adjourned the meeting at 12:15 pm

The next committee meeting will be held on May 6, 2004, 10:30 a.m., at the Hyatt across the street from the SCAG office.

A handwritten signature in black ink, appearing to read "Hasan M. Ikhrata", written over a horizontal line.

Hasan M. Ikhrata, Director
Planning and Policy

REPORT

DATE: April 19, 2004

TO: The Regional Council
The Transportation and Communications Committee

FROM: Don Rhodes, Manager of Government and Public Affairs
Phone: (213) 236-1840 E-Mail: rhodes@scag.ca.gov

SUBJECT: FY 2005 Federal Transportation Appropriations Requests

EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION: Adopt the updated federal transportation appropriations requests list.

SUMMARY:

Each year in the spring, SCAG prepares its federal appropriations requests for the federal fiscal year beginning in October. Unfortunately, when the original list of priority projects for the region was adopted, Orange County's projects were mistakenly omitted. For SCAG to continue to work with the six county transportation commissions and Metrolink to secure the necessary funding for all regional projects, the updated list needs to be adopted by the Regional Council.

BACKGROUND:

As previously stated, one of the successes of the Southern California Transportation Delegation has been the presentation of the region's transportation needs in a clear and united voice. To date, the Delegation, comprised of SCAG, the region's county transportation commissions and Metrolink, has focused its efforts on the reauthorization of TEA-21, the federal surface transportation program.

The attached list was comprised to continue the work of the Delegation beyond the reauthorization by creating a single document for the FY 2004-05 federal transportation appropriations. When originally adopted, the Regional Council showed that they agreed and supported the region's receipt of federal funds beyond what individual agencies could obtain. The document was revised to include previously inadvertently omitted OCTA projects, and to make technical changes to VCTC and RCTC projects.

FISCAL IMPACT:

All work related to the recommended staff action is contained within the adopted FY 03/04 budget and 2004 SCAG Legislative Program and does not require the allocation of any additional financial resources.

EFB#97898



**Southern California Association of Governments
Six County Area & Metrolink
Appropriations Request
FY 05**

Revised April 14, 2004

PROJECT NAME	LOCATION	DESCRIPTION	AMOUNT
Baughman Road Truck Route	Imperial	Construct 0.3-mile interregional truck traffic lane from Baughman Road to Forrester Road.	\$550,000
State Route 98	Imperial	Widen State Route 98 between Klope Road to SR 111.	\$3 million
State Route 78/Brawley Bypass	Imperial	Construct 18-mile expressway with interchange and signalization.	\$10 million
I-8/Imperial Avenue Improvements	Imperial	Reconstruct Interchange to provide access where none currently exists	\$3 million for full funding agreement
Eastside Light Rail Transit Service	Los Angeles	This would link densely populated East Los Angeles with the regional rail/mass transit network at Union Station	\$80 million, New Starts
I-405 HOV Lanes	Los Angeles	Construct HOV lanes from Route 1-10 to Route US 101 along I-405	\$15 million study
Gold Line East Extension	San Gabriel Valley/San Bernardino	Extension of Metrolink service from Pasadena to Montclair	\$10 million study
San Bernardino Line Extensions	Metrolink	Construct platform additions and extensions to increase reverse peak train service.	\$2 million
High Speed Rail Grade Crossings	Metrolink	Construct improved six grade crossings located throughout the system.	\$2.15 million

PROJECT NAME	LOCATION	DESCRIPTION	AMOUNT
Electronic Message Signs	Metrolink	Install electronic message signs that provide real time information.	\$360,000
SR-57 Truck Climbing Lane	Orange	Truck-climbing lane northbound from Lambert Rd to LA County line.	\$9.7 million
San Diego Freeway Widening Project	Orange	Will add one general-purpose lane in each direction from SR 73 to Beach Blvd.	\$30.2 million
Orange County CenterLine Rail Transit	Orange	Construct CenterLine light rail line from John Wayne Airport to Santa Ana	\$40 million. New Starts
CETAP Corridor from Riverside to Orange Counties	Riverside	Continue planning, studies and preparation of environmental document and partial land acquisition for multi-species habitat	\$10 million
Perris Valley Extension of Metrolink	Riverside	Extend existing Metrolink service from Downtown Riverside to locations including UCR, March Air Reserve Base, and the Cities of Moreno Valley and Perris.	\$10 million. New Starts
SR-91 HOV Lanes	Riverside	Construct HOV lanes from Mary Street to 60/91/I-215 Interchange through Downtown Riverside along SR 91.	\$12 million
Colton Crossing	San Bernardino	Construct rail-to-rail separation for the at-grade rail crossing that currently constitutes the most serious freight rail bottleneck between the ports and the rest of the United States	\$20 million

<i>PROJECT NAME</i>	<i>LOCATION</i>	<i>DESCRIPTION</i>	<i>AMOUNT</i>
I-10 and I-15 Interchange Improvements	San Bernardino	Reconstruction of unsafe and deficient freeway interchanges impacted by heavy truck volumes	\$20 million study
Route 23/101 Interchange	Ventura	Add freeway lanes in intersection to increase capacity.	\$15 million
Install Transportation Management System throughout Ventura County	Ventura	TMS technology to implement Ventura County's comprehensive ITS program	\$15 million
I-710 Completion	Los Angeles	Construct final 6-mile extension of I-710 from I-10 to I-210	\$10 million study
East West Corridor	L.A./Long Beach Ports to Inland Empire	Exclusive truckway from the Ports of Los Angeles and Long Beach to the distribution centers located in the Inland Empire	\$15 million study
Maglev Deployment Program	West L.A. to Ontario International Airport	Continue development of the Maglev Initial Operating Segment including preliminary engineering and environmental studies	\$9.6 million study
TOTAL			\$342.6 MILLION

REPORT

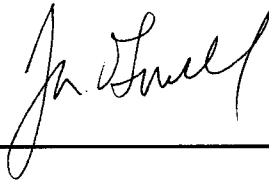
DATE: May 6, 2004

TO: Transportation and Communications Committee
Regional Council

FROM: Arnold San Miguel, Senior Government Affairs Analyst (909) 784-3526
E-mail: sanmiguel@scag.ca.gov

SUBJECT: Approve submission of letter supporting House and Senate Bill provisions to fund transportation programs for Indian Reservations in the reauthorization of TEA-21.

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION: Approve submittal of a letter to the House of Representative and U.S. Senate Conferees supporting specific provisions related to funding roads, bridges, transit and safety programs for Indian Reservations in the reauthorization of TEA-21.

BACKGROUND: At the February 20, 2004 SCAG Summit with Tribal Nations it was requested that SCAG send a letter of support for the funding of the Indian Road Reservation program in the reauthorization of TEA-21. In early April both the House of Representatives and the United States Senate passed legislation (HR. 3550 and S. 1072) to re-authorize TEA-21. The House version (HR 3550) provides \$2.315 billion (over six years) for the Indian Road Reservation program and the Senate version includes \$2.175 billion over a period of six years (FY04 – FY09). The Senate version is \$140 million less than the House version, however the Senate version includes a \$15 million annual set aside for IRR Bridges; \$5 million per year for transit increasing to \$9 million in 2009; and \$2.7 million for highway safety programs.

FISCAL IMPACT: None

MEMO

TO: Transportation and Communications Committee
and the Community, Economic & Human Development Committee

FROM: Charlotte Eckelbecker, Government Affairs Analyst
(213) 236-1811, eckelbecker@scag.ca.gov

SUBJECT: State Legislative Matrix

DATE: May 6, 2004

SUMMARY:

A legislative matrix is attached for your review. It lists bills and constitutional amendments of interest within the Committee's jurisdiction that are currently making their way through the Legislature. The list is current as of 4/16/04.

Policy committees of the Legislature have until May 7th, the day after the General Assembly, to hear and report non-fiscal bills introduced in their house to the floor. Bills must be passed out of their house of origin by May 28th.

All work related to adopting the recommend staff action is contained within the adopted FY 2003/2004 budget and adopted 2004 SCAG Legislative Program and does not require the allocation of any additional financial resources.

Private file: Transit

CA AB 2471 **AUTHOR:** Longville (D)
TITLE: Transit Service: Housing Developments
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/19/2004
LOCATION: Assembly Transportation Committee
SUMMARY:
 Requires the Office of the Legislative Analyst to conduct a study of costs to transit operators of providing transit service to new housing development of more than 150 units. Requires the Office to estimate the costs to local governments of accommodating an auto-oriented environment in these housing developments.
STATUS:
 03/18/2004 To ASSEMBLY Committee on TRANSPORTATION.

Private file: Transportation

CA AB 118 **AUTHOR:** Frommer (D)
TITLE: Rental Vehicle Transaction Fees
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/14/2003
LAST AMEND: 09/08/2003
LOCATION: SENATE
SUMMARY:
 Requires rental care companies to collect a specified impact fee on each rental transaction. Requires the companies to remit all fees to the State Board of Equalization to be deposited in the Transportation Congestion Relief Fund and funds to be allocated exclusively to certain construction projects at locations found to be used by a high proportion of rental cars.
STATUS:
 01/15/2004 In ASSEMBLY. Ordered returned to SENATE. *****To SENATE.

CA AB 775 **AUTHOR:** Parra (D)
TITLE: Highways: Federal Funding of Safety Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2003
LAST AMEND: 01/05/2004
LOCATION: Senate Transportation Committee
SUMMARY:
 Changes the repeal date after which time the federal transportation funds received by the State would be spent for highway purposes other than projects for bicycle and pedestrian safety and traffic calming measures in high-hazard areas. Extends the operation of provisions requiring the Department of Transportation to establish and administer a Safe Routes to School construction program and to use federal funds therefor.
STATUS:
 02/17/2004 To SENATE Committee on TRANSPORTATION.
Position: CSAC-Pending

CA AB 1663 **AUTHOR:** Dutra (D)
TITLE: Vehicle Additional Registration Fees
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
LAST AMEND: 04/12/2004
LOCATION: Senate Appropriations Committee
SUMMARY:
 Relates to the additional fees charged on all commercial motor vehicles for vehicle registration to extend the repeal date for such fees and to extend the fees indefinitely. Deletes certain reporting requirements of the Department of Highway Patrol relating to such fees. Requires the Department of the California Highway Patrol to review the effectiveness of redoing vehicle theft crimes by county programs funded by the fees imposed by this legislation.
STATUS:
 04/12/2004 20 In SENATE. Read second time and amended. Re-referred to Committee

	Position:	on APPROPRIATIONS. League-Sup
CA AB 2024	AUTHOR: Bermudez (D) TITLE: Ports: Transportation Network FISCAL COMMITTEE: yes URGENCY CLAUSE: yes INTRODUCED: 02/13/2004 COMMITTEE: Assembly Transportation Committee HEARING: 04/19/2004 1:30 pm SUMMARY: Requires the Secretary of the Business, Transportation and Housing Agency to prepare recommendations for statutory changes required to implement incentives for movement of port-related cargo during off-peak hours, disincentives for movement of port-related cargo during off-peak hours, mandatory hours for operation of port terminals, railroads, trucks and distribution centers, and related matters. STATUS: 02/26/2004 To ASSEMBLY Committee on TRANSPORTATION. NOTES: Bermudez Staff: Paul Gonsalves (916) 319-2056 COMMENTARY: Similar to AB 2041 (Lowenthal).	
CA AB 2032	AUTHOR: Dutra (D) TITLE: HOT Lanes: Demonstration Projects FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/13/2004 LAST AMEND: 04/12/2004 COMMITTEE: Assembly Transportation Committee HEARING: 04/19/2004 1:30 pm SUMMARY: Authorizes the Sunol Smart Carpool Lane Joint Powers Authority and the Santa Clara Valley Transportation Authority to conduct, operate, maintain and administer value pricing programs involving various HOT lanes under the jurisdiction of these sponsoring agencies. Requires net toll revenue generated by each program after payment of direct expenses to be allocated to transportation projects pursuant to an expenditure plan adopted by the sponsoring agency. STATUS: 04/12/2004 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 04/12/2004 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.	
CA AB 2041	AUTHOR: Lowenthal (D) TITLE: Ports: Congestion FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/17/2004 LAST AMEND: 04/01/2004 COMMITTEE: Assembly Local Government Committee HEARING: 04/21/2004 1:30 pm SUMMARY: Establishes the Port Congestion Management District governed by a board consisting of members appointed by, and serving indefinite terms at the pleasure of, the Secretary of Business, Transportation and Housing. Requires the Board to establish a charge for the privilege of transporting cargo by commercial motor vehicle into or out of the Port of Los Angeles or the Port of Long Beach during certain hours. Establishes a Port Congestion Management Fund. STATUS: 04/12/2004 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on LOCAL GOVERNMENT. NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054 COMMENTARY: Similar to AB 2024 (Bermudez).	
CA AB 2043	AUTHOR: Lowenthal (D) TITLE: Maritime Port Strategic Master Plan Task Force	

FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
LAST AMEND: 04/01/2004
COMMITTEE: Assembly Natural Resources Committee
HEARING: 04/19/2004 1:30 pm
SUMMARY:

Establishes the Maritime Port Strategic Master Plan Task Force. Requires the task force to meet and compile data on certain issues relating to the growth and congestion of maritime ports. Establishes the Maritime Port Strategic Master Plan Task Force Fund. Prohibits the task force from being funded with appropriations from the General Fund.

STATUS:

04/12/2004 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on NATURAL RESOURCES.

NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054

CA AB 2372

AUTHOR: Correa (D)
TITLE: State Transportation Improvement Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2004
COMMITTEE: Assembly Transportation Committee
HEARING: 04/19/2004 1:30 pm
SUMMARY:

Relates to the State Transportation Improvement Program. Provides that the carry forward provisions do not authorize the Transportation Commission to carry forward a county's surplus in lieu of programming funds for the projects in that county within the 4-year county share period unless requested. Provides that the authority of the Commission to advance project programming does not give priority to advanced projects over programming of county shares.

STATUS:

04/12/2004 In ASSEMBLY Committee on TRANSPORTATION: Not heard.

NOTES: Correa Staff: John Scribner (916) 319-2069

COMMENTARY:

Sponsored by OCTA; opposed by VCTC.

CA AB 2456

AUTHOR: Spitzer (R)
TITLE: Regional Transportation Improvement Programs
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2004
LAST AMEND: 03/30/2004
COMMITTEE: Assembly Transportation Committee
HEARING: 04/19/2004 1:30 pm
SUMMARY:

Authorizes a transportation planning agency or county transportation commission to request and receive an portion of it s regional improvement fund expenditures for the purpose of project planning, programming and monitoring, such entities not receiving federal metropolitan planning funds may request and receive a larger portion for those expenditures. Provides the amount of funds that may be requested and received for project development and delivery.

STATUS:

03/30/2004 To ASSEMBLY Committee on TRANSPORTATION.

03/30/2004 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

03/30/2004 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

NOTES: Spitzer Staff: Dane Wadle (pron. Wadley) (916) 319-2071

COMMENTARY:

Sponsored by OCTA; spot bill.

CA AB 2847

AUTHOR: Oropeza (D)
TITLE: Gasoline and Motor Vehicle Diesel Fuel Fee
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
COMMITTEE: Assembly Transportation Committee

HEARING: 04/19/2004 1:30 pm**SUMMARY:**

Imposes a 5 cent fee on each gallon of gasoline subject to the Motor Vehicle Fuel License Tax Law and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law. Provides that the revenues from the fee would be deposited in the Highway Fee Fund created by the bill. Requires money from the fee to be used only to finance the maintenance, operation and improvement of the state highway and local street and road system.

STATUS:

03/18/2004 To ASSEMBLY Committee on TRANSPORTATION.

NOTES: Oropeza Staff: Andrew Antwih (916) 319-2093**COMMENTARY:**

Consistent with 2001 and 2004 RTP financing strategies in that it provides additional transportation revenue within RTP planning horizon.

CA AB 3047

AUTHOR: Assembly Transportation Committee**TITLE:** Transportation**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 03/01/2004**LAST AMEND:** 04/12/2004**COMMITTEE:** Assembly Appropriations Committee**HEARING:** 04/21/2004 9:00 am**SUMMARY:**

Authorizes the Transportation Commission to relinquish a portion of State Highway Route 170 in the City of Los Angeles under certain conditions. Corrects an erroneous cross-reference in existing law that provides for the issuance of special identification license plates and distinguishing placards to persons with disabilities.

STATUS:

04/12/2004 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

04/12/2004 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

04/12/2004 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.

CA AB 3048

AUTHOR: Assembly Transportation Committee**TITLE:** Vehicles: Removal: Value**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 03/01/2004**LAST AMEND:** 04/12/2004**COMMITTEE:** Assembly Appropriations Committee**HEARING:** 04/21/2004 9:00 am**SUMMARY:**

Provides procedures for removal and disposal by a public agency of a vehicle valued at \$300 or less.

STATUS:

04/12/2004 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

04/12/2004 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

04/12/2004 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.

CA ACA 21

AUTHOR: Bogh (R)**TITLE:** Motor Vehicle Fuel Sales Tax Revenue**FISCAL COMMITTEE:** no**URGENCY CLAUSE:** no**INTRODUCED:** 01/07/2004**COMMITTEE:** Assembly Transportation Committee**HEARING:** 04/19/2004 1:30 pm**SUMMARY:**

Provides for a State Constitutional Amendment that would change the vote requirement to 4/5 of the membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of motor vehicle fuel sales tax revenue from the General Fund to the

To ASSEMBLY Committees on TRANSPORTATION, ELECTIONS,
REDISTRICTING AND CONST. AMENDMENTS and APPROPRIATIONS.
Spitzer Staff: Dane Wadle (pron. Wadley) (916) 319-2071

ACA 21 restricts reallocation of Proposition 42 transportation revenues but does not prohibit reallocation. 2004 RTP calls for amendment to prohibit reallocation.

Dutra Staff: Mr. Chris Tapio (916) 319-2020

Similar measure to SCA 7 (Murray), a measure supported by the RC in 2003 that requires the repayment of transportation funds loaned to the General Fund with interest. 2004 RTP calls for prohibition against reallocation of transportation revenues.

Assembly Transportation Committee

SCAG-Sup 04/15/2004

GoodsMove, Transport

Highways: Safe Routes To School Construction

FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/05/2004
LAST AMEND: 04/13/2004
LOCATION: Senate Appropriations Committee
SUMMARY:

Extends the repeal date of projects for the improvement of highway safety and the reduction of traffic congestion. Extends the operation of the Safe Routes to School construction program.

STATUS:

04/13/2004 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

Position: CSAC-Watch

CA SB 1210

AUTHOR: Torlakson (D)
TITLE: Highways: Design-Sequencing Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/10/2004
LAST AMEND: 04/13/2004
LOCATION: Senate Appropriations Committee
SUMMARY:

Establishes phase 2 of a pilot project to let design-sequencing contracts for the design and construction of transportation projects, to be selected by the Director of Transportation, and increases the number of transportation projects to not more than 15. Requires the director to consider selecting projects that improve interregional and intercounty routes.

STATUS:

04/13/2004 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CA SB 1256

AUTHOR: McClintock (R)
TITLE: Safe, Reliable High-Speed Train Bond Act: Repeal
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 02/12/2004
LOCATION: Senate Transportation Committee
SUMMARY:

Repeals all of the provisions of Chapter 697 of the Statutes of 2002, which provides for the submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 2, 2004, general elections.

STATUS:

03/30/2004 In SENATE Committee on TRANSPORTATION: Not heard.

CA SB 1507

AUTHOR: Burton (D)
TITLE: Transportation Financing
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2004
LAST AMEND: 04/14/2004
COMMITTEE: Senate Transportation Committee
HEARING: 04/20/2004 1:30 pm
SUMMARY:

Relates to moneys in the State Highway Account and the State Transportation Fund pledged for issuing federal highway grant anticipation notes, defining of eligible project for purpose of accelerated construction by the State Transportation Commission, the prohibition of the State Treasurer from authorizing the issuance of notes related to federal transportation funds.

STATUS:

04/14/2004 From SENATE Committee on TRANSPORTATION with author's amendments.

04/14/2004 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

CA SB 1614

AUTHOR: Torlakson (D)
TITLE: Gasoline and Motor Vehicle Diesel Fuel
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no

INTRODUCED: 02/20/2004
COMMITTEE: Senate Transportation Committee
HEARING: 04/20/2004 1:30 pm
SUMMARY:

Imposes a 10 cent fee on each gallon of gasoline subject to the Motor Vehicle Fuel License Tax Law and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law, and requires revenues from the fee to be deposited in the Highway Fee Fund created by the bill. Requires that revenues from 9 cents of the fee be used to finance the maintenance, operation, and construction of the state highway and local street and road system.

STATUS:
 03/04/2004 To SENATE Committee on TRANSPORTATION.
NOTES: Torlakson Staff: Robert Oakes (916) 445-6083

COMMENTARY:
 Similar to AB 2847 (Oropeza), which also imposes a gas fee. Consistent with adopted 2001 and 2004 RTP financing strategies in that it provides additional transportation revenues within the planning horizon.

CA SB 1701

AUTHOR: Karnette (D)
TITLE: Transportation Funding
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LOCATION: Senate Rules Committee
SUMMARY:

States the Legislature's intent to provide funding to state and local transportation entities to reduce traffic congestion and to improve highway safety.

STATUS:
 03/11/2004 To SENATE Committee on RULES.

CA SCA 2

AUTHOR: Torlakson (D)
TITLE: Local Government: Sales Taxes: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/02/2002
LAST AMEND: 02/20/2003
FILE: 33
LOCATION: Senate Third Reading File
SUMMARY:

Authorizes a county, a city and county, a local transportation authority, or a regional transportation agency, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning.

STATUS:
 03/13/2003 In SENATE. Read second time. To third reading.
Position: CSAC-Opp, League-Opp, SCAG-SupIfAmend

CA SCA 7

AUTHOR: Murray (D)
TITLE: Loans of Transportation Revenues and Funds
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2003
LAST AMEND: 04/28/2003
LOCATION: Senate Appropriations Committee
SUMMARY:

Proposes a Constitutional amendment that requires any loan of motor vehicle fuel and vehicle-related revenues or trust funds that is not repaid within the same fiscal year in which the loan was made, or by a date not more than 30 days after the enactment date of the Budget Bill for the subsequent fiscal year, to be repaid with interest at a specified rate.

STATUS:
 05/29/2003 In SENATE Committee on APPROPRIATIONS: Not heard.
Position: CSAC-Sup, League-Sup, SCAG-Sup

CA SCA 11

AUTHOR: 26 Alarcon (D)
TITLE: Local Government: Transactions and Use Taxes

FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/26/2003
LAST AMEND: 03/23/2004
LOCATION: Senate Constitutional Amendments Committee
SUMMARY:

Authorizes a local government authorized to incur indebtedness for infrastructure projects to incur, with the approval of 55% of its voters, indebtedness in the form of general obligation bonds to fund infrastructure projects, including construction of affordable housing for persons of very low, low, and moderate income, transportation enhancement activities, acquisitions of land for open-space use, and other infrastructure projects.

STATUS:

04/14/2004

In SENATE Committee on CONSTITUTIONAL AMENDMENTS: Not heard.

Position:

CSAC-Pending, League-Sup

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REPORT

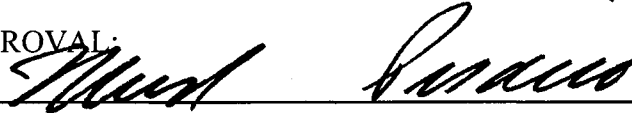
DATE: April 19, 2004

TO: The Energy & Environment Committee
The Transportation & Communications Committee

FROM: Al Bowser, Senior Regional Transportation Planner, Ph: (213) 236-1843 E-Mail:
Bowser@SCAG.ca.gov

SUBJECT: AB 2628 (Pavley) High Occupancy Vehicle Lanes

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION: Information/Discussion.

SUMMARY:

AB 2628 allows advanced technology Partial Zero-Emission Vehicles (PZEV or "hybrid" vehicles) to use high occupancy vehicle lanes (HOV) regardless of existing required vehicle occupancy levels. Current law, AB 71 (Cunneen), Chapter 330, Statutes of 1999 extends the privilege of HOV lane use to battery electric and compressed natural gas vehicles (Ultra-Low Emission Vehicles or Super-Ultra Low Emission Vehicles). AB 2628 would further extend that privilege to hybrid vehicles.

BACKGROUND:

The declared legislative intent in establishing HOV lanes or rideshare lanes is to relieve traffic congestion, conserve fuel and reduce vehicular emissions. These lanes are an integral part of traffic management strategies designed to reduce the number of single occupant vehicles during peak periods of traffic congestion and to provide an incentive for travelers in the form of higher average speeds and reduced travel times.

Over the years advocates for many groups have suggested using HOV lane access to reward certain behaviors or to ease the commute for one class of users or another including doctors, seniors, veterans, the disabled, deadheading transit vehicles and others. These proposals have all been rejected.

Beginning in 1999 the Legislature through AB 71 granted HOV lane access drivers of ultra-low emission vehicles (battery-powered and compressed natural gas vehicles). At that time the proponents of AB 71 argued that the bill would induce purchase of alternative fueled vehicles as specified in the bill without negatively affecting the times savings benefit afforded to multi-occupant HOV lane users.

AB 2628 allows PZEV or "hybrid" vehicles to use high occupancy vehicle lanes (HOV) regardless of required vehicle occupancy levels and directs the DMV to issue a qualifying decal for HOV lane use if:

- the vehicle meets California's PZEV standards for criteria pollutant emissions and achieve fuel economy of at least 45 mpg
- are hybrid vehicles produced in 2004 or earlier, have a 45 mpg or greater, and meet California ULEV, SULEV or PZEV standard for exhaust emissions

REPORT

- the federal government acts to approve the use of HOV lanes by hybrid vehicles regardless of the number of occupants (provision exists to grant California a waiver to allow hybrids to use HOV lanes in the Administrations federal transportation reauthorization proposal)
- Caltrans is allowed to suspend HOV lane privileges for these vehicles on any particular HOV lane if it finds that the lane, or any portion of it, exceeds certain congestion thresholds; and,
- if Caltrans determines that following the issuance of at least 50,000 decals, that significant HOV lane breakdown (undefined) has occurred throughout the state, DMV would be required to stop issuing the decals.

AB 2628 (Pavley) - Discussion of Pro and Con Arguments

<u>Pro Arguments</u>	<u>Con Arguments</u>
1. <u>transition to alternative fuels</u> - provides additional purchase incentive for 50,000 new, near PZEV hybrid vehicles	1. no clear evidence that a previous bill, AB 71 (1999) that allows electric and CNG vehicles access to HOV Lanes resulted in increased sales; JD Powers reports that back-orders for hybrids is strong and exceeds supply – no need to provide additional incentives
2. <u>fuel economy</u> - rewards owners of fuel efficient hybrids	2. discriminates against other technologies that attain at least 45 mpg
3. <u>congestion relief</u> - N/A	3. bill makes no assessment of current and forecast HOV lane usage statewide or in the SCAG region in order to estimate the operational practicability of the bills' provisions SCAG staff estimates that if 60% or 30,000 of the estimated 50,000 hybrids are purchased in southern California, these vehicles could contribute a 10% increase in SOV use of HOV Lanes in the SCAG region; and, depending upon the specific corridor involved, either exacerbate an already congested peak commuting period or result in degrading the time savings enjoyed by HOV lane ridesharers
4. <u>identifying decals</u> – DMV will issue 50,000 decals that set hybrid apart from other vehicles; decals allow access to HOV lanes	4. bill does not specify how Caltrans would suspend hybrid vehicle use of HOV lanes once an HOV lane segment “breaks-down”
5. <u>revenue enhanced transportation projects</u> – N/A	5. <u>potential</u> financial impacts result if hybrid is allowed free use of existing/proposed user-fee backed HOV lane toll facilities; that practice may render revenue generating projects financially non-viable
6. <u>sunset date</u> - 2008	6. bill lacks assessment of current and forecast HOV lane usage statewide or in the SCAG region in order to estimate the operational practicability of the bills' provisions, including sunset date

REPORT

SUPPORT:

Treasurer Phil Angelides (sponsor)

California Environmental Protection Agency (sponsor)

CALTRANS

Global Green USA

Natural Resources Defense Council

OPPOSE:

Alameda County Congestion Management Agency
CALCOG

BILL STATUS:

AB 2628 has been referred to the Assembly Committee on Appropriations

FISCAL IMPACT:

All work related to adopting the recommended staff action is contained within the adopted FY 03/04 budget and adopted 2004 SCAG Legislative Program and does not require the allocation of any additional financial resources.

#98033-AB 2628:atb

MEMO

DATE: May 6, 2004

TO: Transportation & Communications Committee

FROM: Rosemary Ayala, Lead Regional Planner, SCAG
(213) 236-1927; ayala@scag.ca.gov

RE: Status of Draft 2004 Regional Transportation Improvement Program

RECOMMENDED ACTION:

Information Only.

SUMMARY: As the Regional Council adopted the Regional Transportation Plan (RTP) in April, SCAG is now required to adopt a 2004 Regional Transportation Improvement Program (RTIP) which is the funding program that serves to implement the RTP.

The Draft 2004 Regional Transportation Improvement Program (RTIP) is scheduled for release on June 18, 2004, for a 30-day public review and comment period. The Regional Council is scheduled to adopt the Final 2004 RTIP on August 5th. The 2004 RTIP will implement projects identified in the 2004 Regional Transportation Plan (RTP).

BACKGROUND:

SCAG is required under both federal and state law to develop an RTIP (23 U.S.C. §134 (h); Cal. Government Code §§14527, 65082 and 130301 et seq.). The RTIP is the short-range program that implements the long-range Regional Transportation Plan (RTP).

As the designated Metropolitan Planning Organization (MPO) [under Federal law] and as the multi-county designated transportation planning agency (under State law) for the six-county Southern California region, SCAG develops the RTIP in cooperation with the State (Caltrans), the county transportation commissions and Imperial Valley Association of Governments, and public transit operators.

- The RTIP is a capital listing of all transportation projects proposed over a six-year period for the SCAG region funded by state, federal, and local funds.
- Updated at least every two years, adopted by SCAG, and then sent to the Governor and federal funding agencies for approval.
- Compatible with the State Transportation Improvement Program (STIP) development and approval process.
- Subject to compliance with the conformity requirements in the federally designated non-attainment and maintenance areas.



MEMO

- Consistent with the long-range Regional Transportation Plan (RTP) as the RTIP implements the projects in the RTP.

The SCAG region is currently in the process of developing the 2004 RTIP. The SCAG 2004 RTIP covers the six-year period from FY 2004/2005 to 2009/2010.

ISSUES:

The impact of the State's budget shortfall on the 2004 State Transportation Improvement Program (STIP) is that there is virtually no new funding capacity. Projects are delayed and pushed out over a five-year period. In addition, Transportation Congestion Relief funded projects may lose their funding due to the State budget shortfall. Some of the projects have received approval but funding is not available. Examples of such projects are:

- LOS ANGELES -- Alameda Corridor East; build grade separation on BNSF & UP RR lines, downtown LA to co line ACE
- ORANGE COUNTY -- ON SR-22 (I-405 TO SR55) Add 2 HOV lanes 1 each direction (FRM 0 - 2) & 2 auxiliary lanes 1 in each direction (FRM 0-2). (I-5 TO BEACH) & OPERATING IMPROVEMENTS.
- RIVERSIDE COUNTY -- Rte 91; add HOV lanes through downtown Riverside, Mary St to Rte 60/215 jct in Riverside County.
- SAN BERNARDINO COUNTY -- Route 10; widen freeway to eight-lanes through Redlands, Route 30 to Ford Street in San Bernardino County.
- VENTURA COUNTY -- Rte 101; California St off-ramp in Ventura Co.

Two of the conformity requirements that an RTIP must meet are Financial Constraint and Timely Implementation of Transportation Control Measures (TCMs). These two requirements are especially difficult to meet in the development of the 2004 RTIP. The difficulty stems from the State budget issues. Also, the Federal Reauthorization is still pending and final funding levels for such funds as Congestion Mitigation Air Quality, Surface Transportation Program and Federal Transit Administration Section 5307 funds are unknown at this time. SCAG staff, county transportation commissions and Imperial Valley Association of Governments are working closely in the development of the 2004 RTIP.

Currently, the SCAG Regional Council is scheduled to adopt the 2004 RTIP at its August 5, 2004 meeting which is also the date scheduled for the adoption of the 2004 STIP by the California Transportation Commission. If the 2004 STIP changes from what is programmed in the 2004 RTIP, it may be necessary for SCAG to make adjustments to the 2004 RTIP. Therefore, the 2004 RTIP adoption schedule may be subject to change.

The 2004 RTIP is still in the working draft stage. The programming amounts and number of projects by county at this time are reflected in the table below.

2004 RTIP (Working Draft)

County	Total # of Projects Programmed	Amount Programmed (in \$000's)
Imperial	40	338,771
Los Angeles	861	10,400,264
Orange	209	6,364,639
Riverside	196	1,933,305
San Bernardino	405	3,885,644
Ventura	213	771,503
Total	1,924	23,694,126

SCHEDULE

The Draft 2004 RTIP is scheduled for release in June for a 30-day public review and comment period. There will be a public hearing scheduled in each of the six counties in the SCAG region and an additional public hearing conducted at the SCAG offices.

Adoption Schedule for the 2004 Regional Transportation Improvement Program (Consistency with the 2004 Regional Transportation Plan)

June 18, 2004	30-Day Public Review period starts
June/July, 2004	Presentation of 2004 RTIP to RTAC to fulfill AB1246 requirement
Mid June – Mid July, 2004	Public Hearings
July 1, 2004	Transportation and Communications Committee
August 5, 2004	Regional Council scheduled to adopt RTIP
August 11, 2004	Report transmitted to Caltrans, FHWA, FTA, EPA



DATE: April 8, 2004

TO: **Transportation and Communications Committee**

FROM: Charles Keynejad, Senior Regional Planner
(213) 236-1916 or keynejad@scag.ca.gov

RE: **2004 Regional Transportation Conformity Update
Information Item**

SUMMARY: SCAG's 2004 Regional Transportation Plan (RTP) documents are being submitted to the Federal Highway Administration (FHWA – California Division) and the Federal Transit Administration Region IX for their review and action on final conformity determination. The region's conformity status lapses on June 8, 2004 unless the 2004 RTP is in place as a federally approved and conforming Plan to replace the current 2001 RTP. The 2004 RTP conformity finding in the Ventura County and Southeast Modified ozone areas will be issued by SCAG's Executive Director upon the effective date of the Environmental Protection Agency's (EPA) emissions budgets adequacy finding and the findings will be transmitted in a letter to the federal agencies for final action. This is due to the required sequential steps that must be taken by the local air districts, the California Air Resources Board (ARB), and EPA. Most likely, the Ventura County and Southeast Desert areas may encounter a few weeks of conformity lapse after June 8, 2004.

Background

Under federal regulation, conformity finding of the Regional Transportation Plan (RTP) is a two-step process, first the respective Metropolitan Planning Organization (MPO – SCAG) takes action and then FHWA and FTA in consultation with EPA issue a joint conformity determination. The date of the federal action is the official conformity date.

In compliance with the federal requirement, the 2004 RTP conformity analysis and finding must be conducted by non-attainment/maintenance area (pollutant). The SCAG region contains eleven federal non-attainment/maintenance areas. Many of them are overlapped, four 1-hour ozone areas, five PM10 (particulate matter less than ten micron in size) areas, one CO (carbon monoxide) area and one NO2 (nitrogen dioxide) area. Generally, these non-attainment/maintenance areas are situated in the various air basins (see the attached maps).

New Emissions Budgets

Seven of these eleven non-attainment/maintenance areas have the new Air Quality Management Plans (AQMPs)/State Implementation Plans (SIPs) and new emissions budgets. The new emissions budgets were utilized for conformity analysis and finding of the 2004 RTP. The federal regulation requires that only the emissions budgets with EPA's adequacy finding or approval can be used for the conformity determination. EPA has issued the emission adequacy finding for the following five areas: the South Coast Air Basin (SCAB - ozone, CO, PM10, and NO2) and the Coachella Valley PM01 area. EPA's action on these area was published in the March 25, 2004 Federal Register.

The new emissions budgets for the Ventura County and Southeast Desert ozone non-attainment areas are being approved by the local air districts. The California Air Resources Board (ARB) will then submit them to EPA for adequacy finding. This is a procedural issue.

In the areas with emissions budgets, to pass the regional emission tests for conformity, the 2004 RTP regional emissions must be equal or less than the emissions budgets. In the area without the applicable emissions budgets, conformity analysis and finding is based on build no-build tests. To pass the build test the 2004 RTP must generate less regional emissions than the no build scenario. The 2004 RTP conformity analyses in the following areas were conducted using the build/no-build regional emission tests:

- The ozone and PM10 areas in the Imperial County portion of the Salton Sea Air Basin (SSAB)
- The PM10 area of the San Bernardino County portion of the Mojave Desert Air Basin (MDAB)

Searles Valley PM10 Area

There are no transportation projects or programs planned for the Searles Valley PM10 area. This is a less populated area at the northwest corner of San Bernardino County and no growth projected for this area between now and the year 2030. There is no PM10 AQMP/SIP for this area. Therefore, no positive conformity finding can be rendered for this PM10 area.

SCAG and Federal Actions on 2004 RTP

On April 1, 2004, SCAG's Regional Council adopted Resolution Number 04-451-2 which reflects the 2004 RTP compliance with federal and state requirements.

SCAG has determined conformity of the 2004 RTP in all non-attainment and maintenance areas in the South Coast Air Basin (SCAB), the Coachella Valley PM10 area of the Salton Sea Air Basin (SSAB), the San Bernardino County PM10 area of the Mojave Desert Air Basin (MDAB); and the ozone and PM10 areas in the Imperial County portion of SSAB.

The Regional Council has authorized SCAG's Executive Director to make the conformity determination of the 2004 RTP in the Ventura County and the Southeast Desert Modified ozone non-attainment areas upon the effective date of the Environmental Protection Agency's emissions budgets adequacy finding and to transmit the findings in a letter to your agencies for final action.

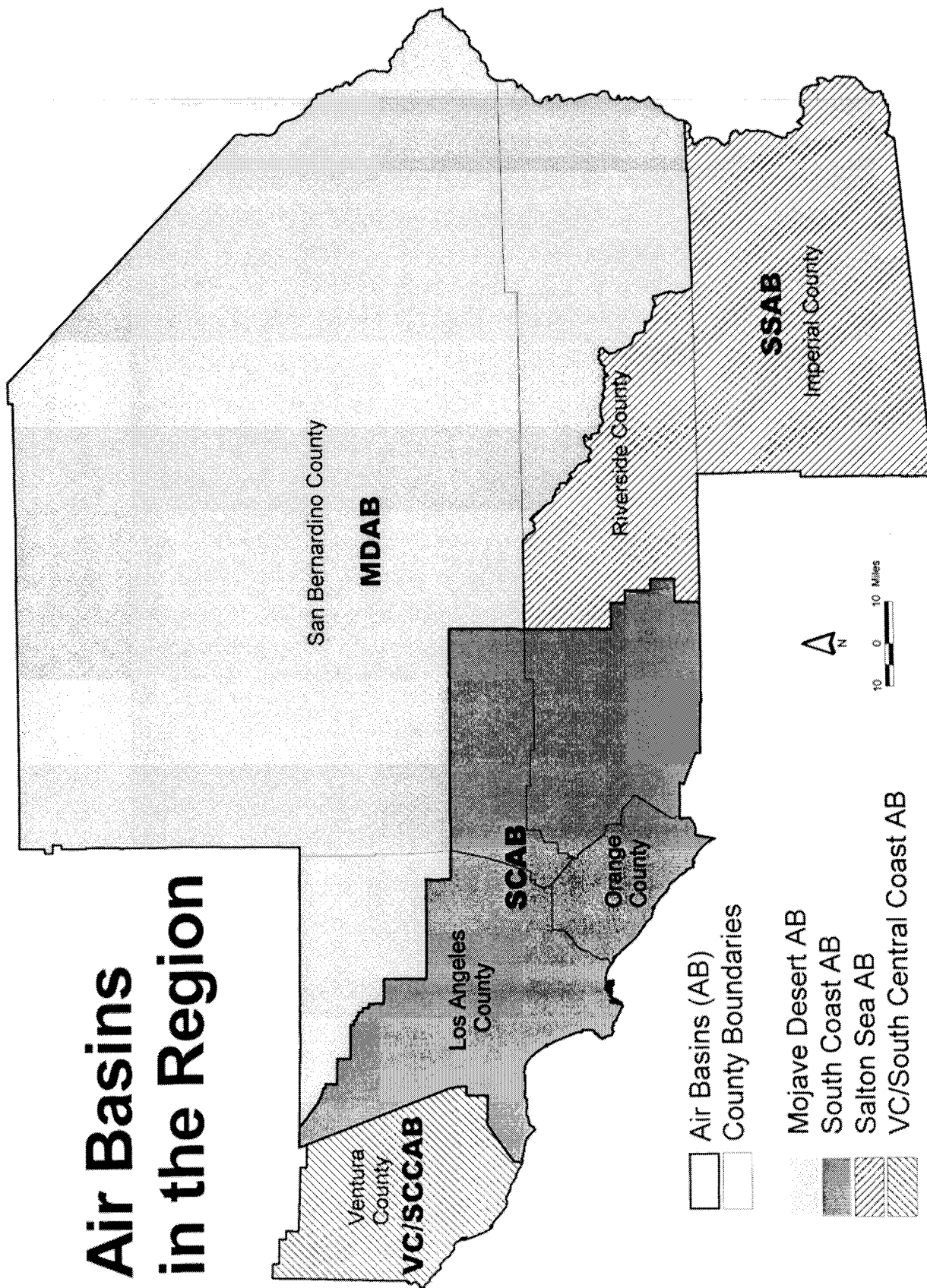
SCAG's 2004 RTP documents are being submitted to the Federal Highway Administration (FHWA – California Division) and the Federal Transit Administration Region IX for their review and action on final conformity determination. Conformity of the current 2001 RTP will lapse on June 8, 2004. Upon its approval and the final conformity determination by the Federal Highway (FHWA) and the Federal Transit Administration (FTA), the 2004 RTP will replace the 2001 RTP as the federally approved and conforming Plan.

It is important to note that most likely, the Ventura County and Southeast Desert area will be out of conformity for a few weeks after June 8. This is due to the sequential steps needed for approval and adequacy finding of the related emissions budgets by the local, state, and federal air agencies. SCAG is monitoring the air agencies' progress on the approval and adequacy finding of the new emissions budgets for these two areas.

Staff will update the Committee members on the federal actions on the 2004 RTP and as well as the adequacy finding of the new emissions budgets in the coming months.

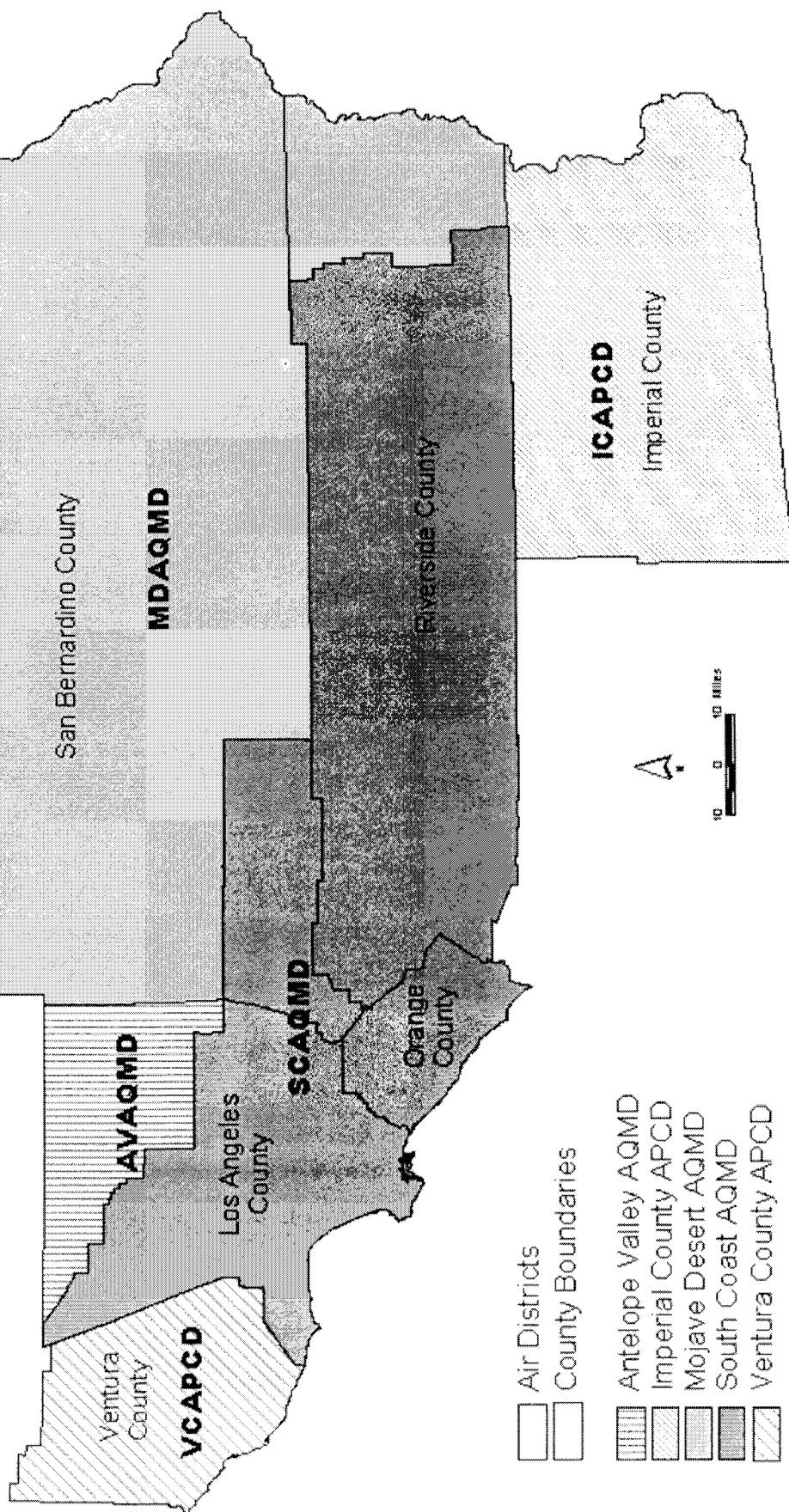


Air Basins in the Region



Source: Cal Air Resources Board and Air Districts

Air Districts in the Region



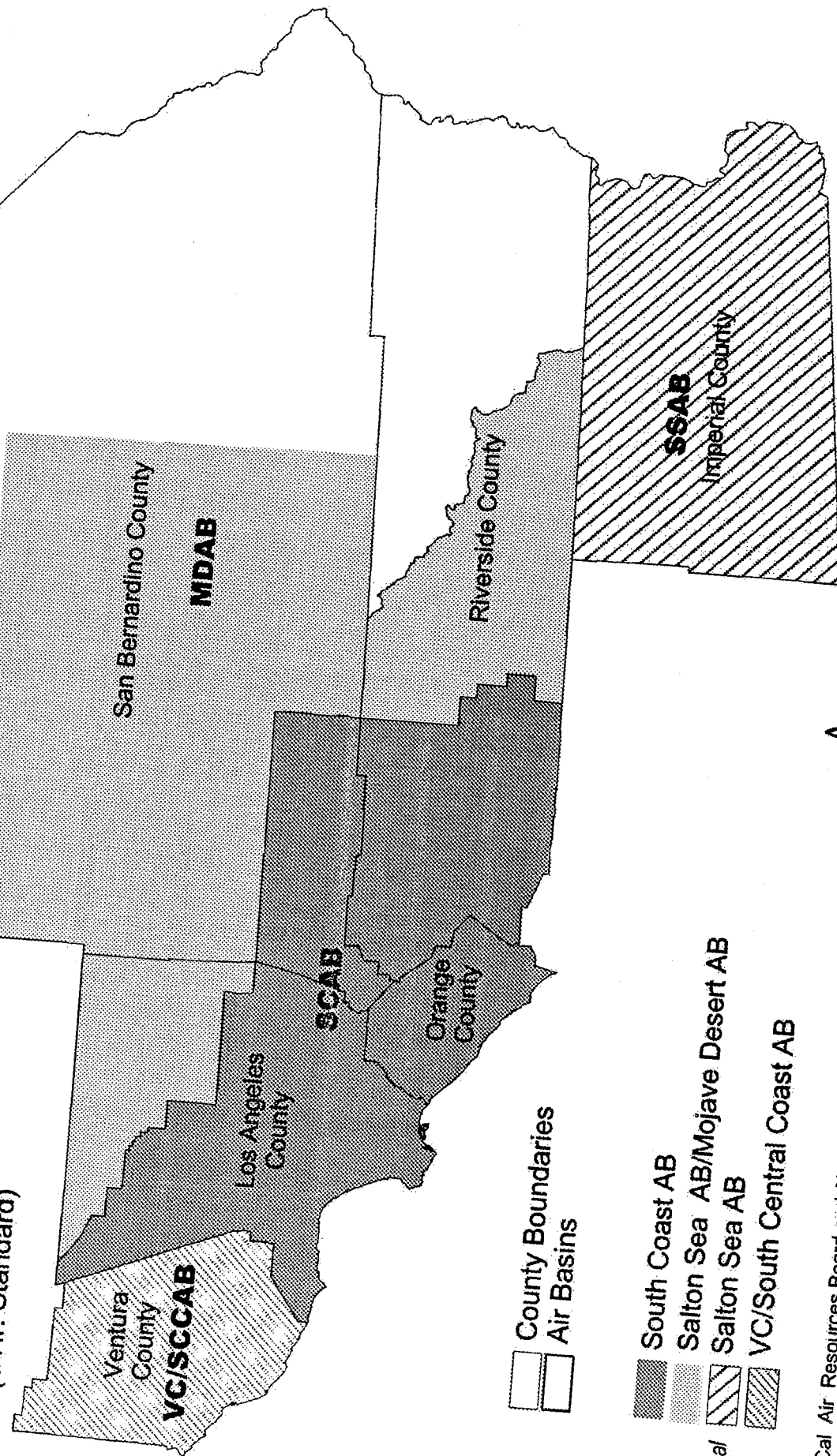
Source: Cal Air Resources Board and Air Districts

APCD: Air Pollution Control District
AQMD: Air Quality Management District



Federal Non-attainment Areas in the Region

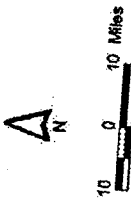
Ozone
(1-Hr. Standard)



County Boundaries
Air Basins

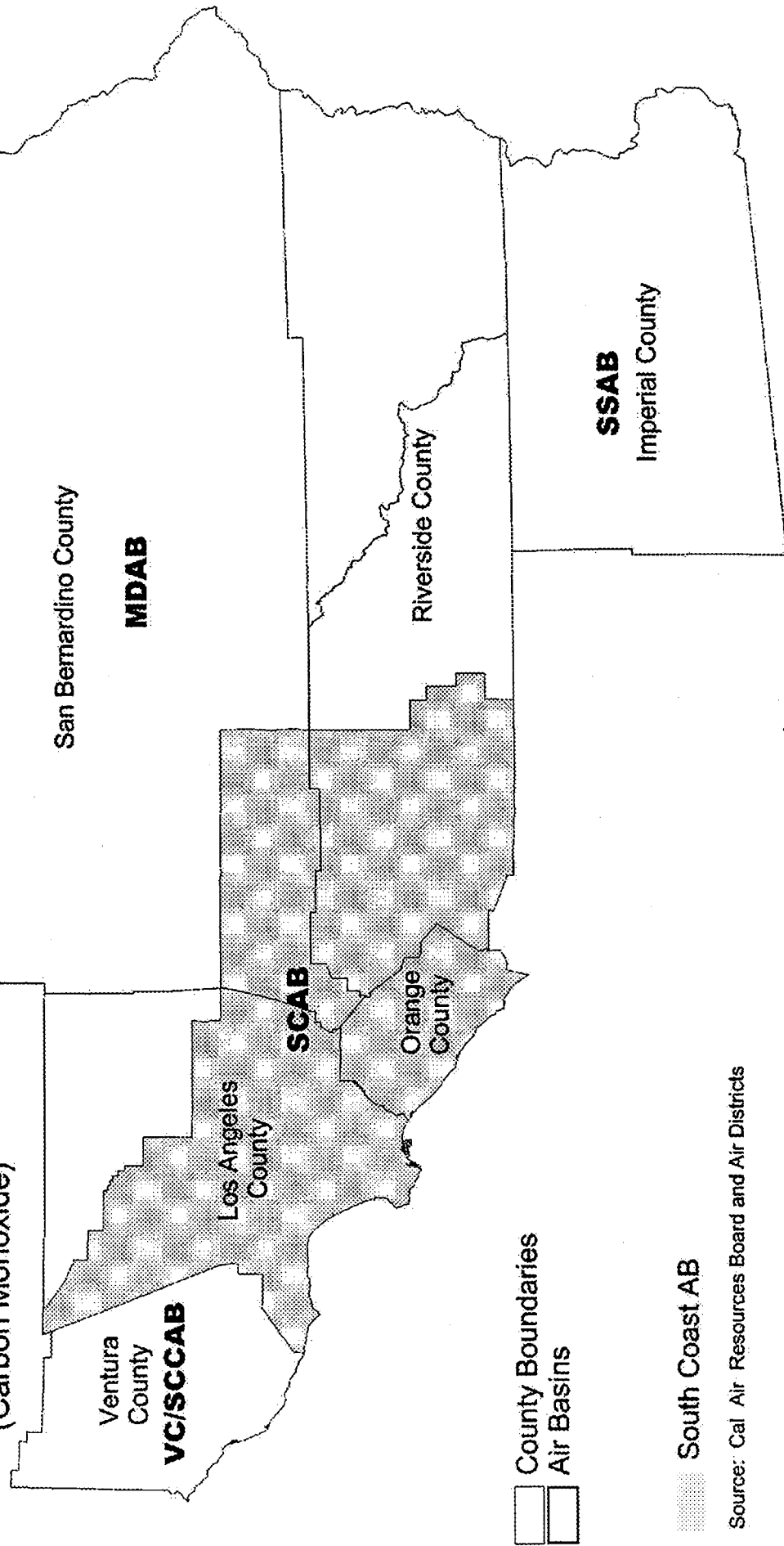
- Extreme South Coast AB
- Severe Salton Sea AB/Mojave Desert AB
- Transitional Salton Sea AB
- Severe VC/South Central Coast AB

Source: Cal Air Resources Board and Air Districts



Federal Non-attainment Areas in the Region

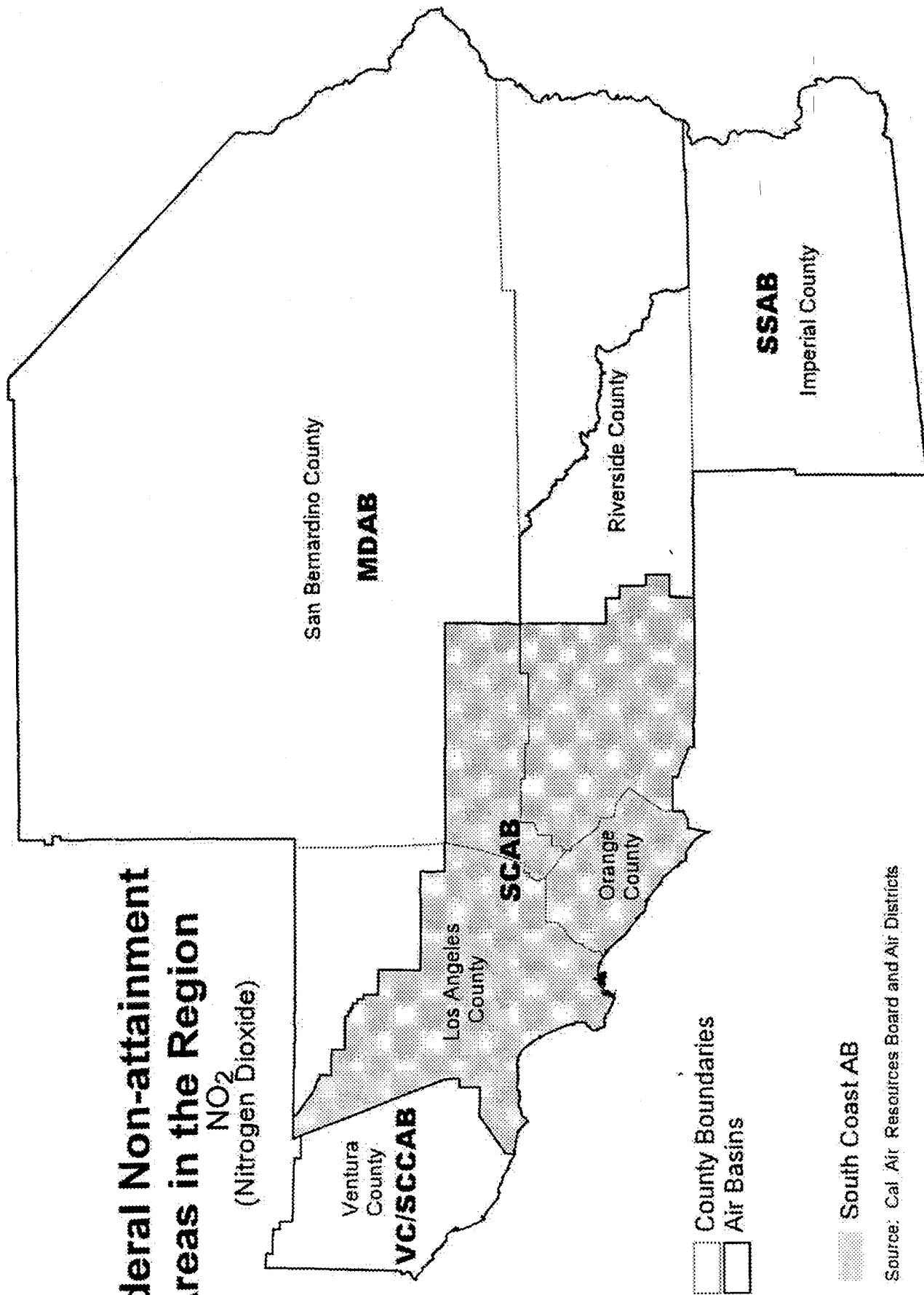
CO
(Carbon Monoxide)



Source: Cal Air Resources Board and Air Districts

Federal Non-attainment Areas in the Region

NO₂
(Nitrogen Dioxide)

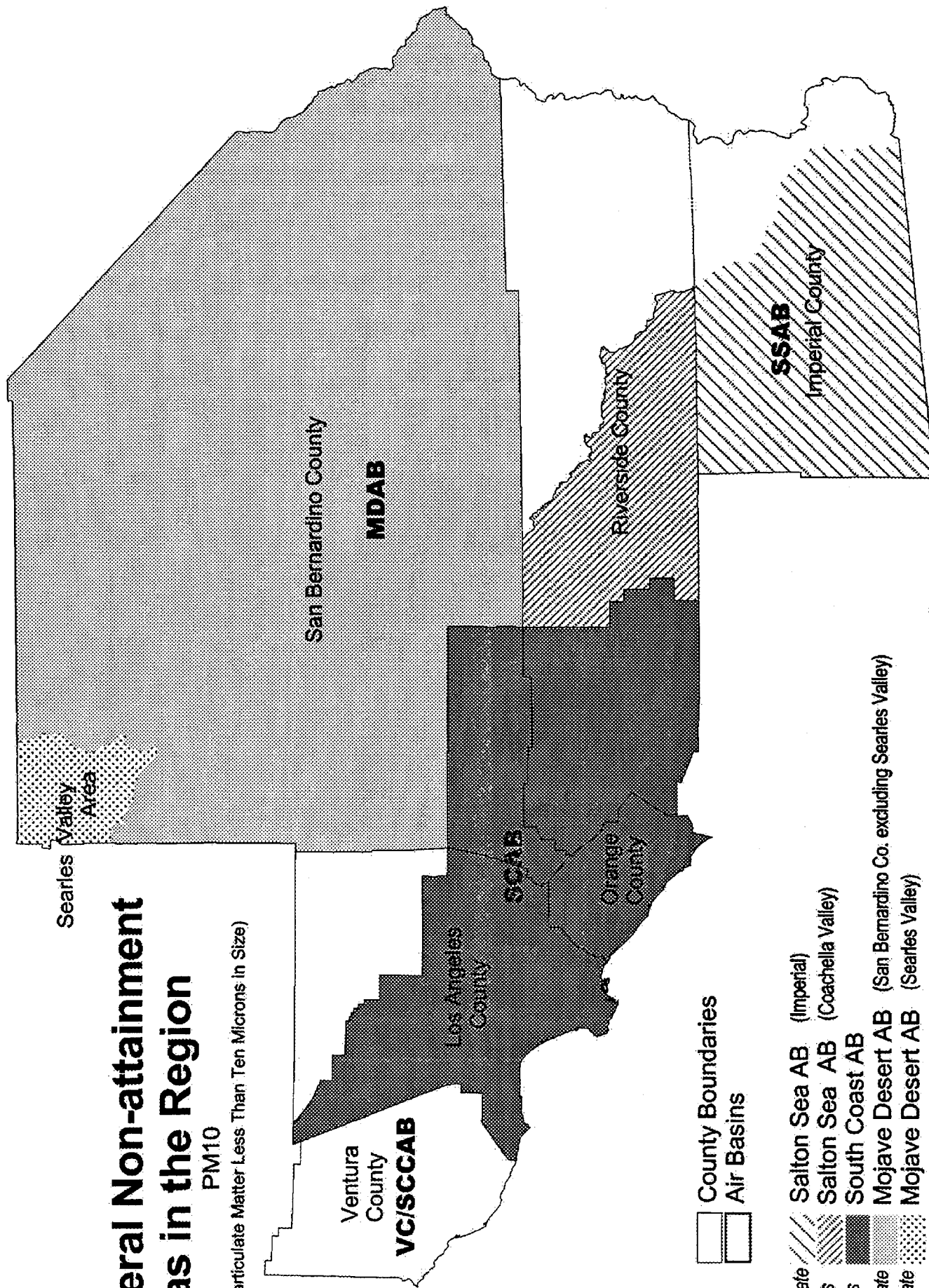


Source: Cal Air Resources Board and Air Districts

Federal Non-attainment Areas in the Region

PM10

(Particulate Matter Less Than Ten Microns in Size)



County Boundaries
Air Basins

Moderate Salton Sea AB (Imperial)
Serious Salton Sea AB (Coachella Valley)
Serious South Coast AB
Moderate Mojave Desert AB (San Bernardino Co. excluding Searles Valley)
Moderate Mojave Desert AB (Searles Valley)

Source: Cal Air Resources Board and Air Districts



10 0 10 Miles

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

October 2003

MEMO

TO: Transportation and Communication Committee
FROM: Sarah Adams, Associate Planner, (213) 236-1818, e-mail: adams@scag.ca.gov
DATE: May 6, 2004
SUBJECT: California High Speed Train System

Recommended Action:

Receive and File

Summary:

The California High Speed Rail Authority proposes a high speed train system for intercity travel in California between major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The Authority prepared a Draft Program Environmental Impact Report / Environmental Impact Statement (EIR/EIS) to analyze the proposed high speed train system and compares it with a No Project/No Action Alternative and a Modal Alternative.

Attached for the Committee's information, is a summary of Staff's comments on the Draft Program EIR/EIS. The comments center on the Regional Transportation Plan, Planned Regional Projects, Funding, Coordination and Mitigation.

Fiscal Impact:

The staff resources necessary for Intergovernmental Review are contained within the adopted Fiscal Year 2003 / 2004 SCAG Budget.

SUMMARY
COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL IMPACT
STATEMENT
FOR THE
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
SCAG NO I 20040087

CONCLUSIONS AND RECOMMENDATIONS

Staff has reviewed the Draft Program Environmental Impact Report/Environmental Impact Statement for the proposed California High-Speed Train System. The following list of conclusions and recommendations outline major concerns that should be addressed and incorporated in the Final Program EIR/EIS.

General

- SCAG recently adopted the 2004 Regional Transportation Plan, which includes the most recent data on population, housing, employment, urban densities and environmental considerations. This latest data should be included in the Final EIR/EIS.
- For a majority of the proposed high-speed rail system, electric train technology has been proposed; however, a non-electric high-speed rail technology is planned for service from Los Angeles south to San Diego along I-5 in the LOSSAN corridor. If this corridor is selected for continued service to San Diego, this could seriously affect ridership and convenience of the system as passengers would have to disembark in Los Angeles board a non-electric train to continue to San Diego. The logistical impacts of this transition should be discussed. (See attached map, Figure S.4-2)

Planned Regional Projects

- SCAG has adopted an interregional Maglev system in long range transportation plans since 1998. Given the scope of the Maglev system, which would cover most of southern California, the Final EIR/EIS should consider how this system relates to the proposed high speed rail system in this region.
- Several alignments proposed by the California High Speed Rail Authority are similar to proposed alignments of SCAG's Inter-Regional Maglev system. The similarities these two systems necessitate a high level of coordination and partnership during any further planning and/or implementation. Issues such as alignments, station locations, environmental costs/benefits, regional needs, commuter services and interaction with existing modes of transit must be thoroughly analyzed before implementation of a regional rail system to ensure the greatest degree of efficiency and service in the SCAG region.

- In order to meet regional needs, both the California High Speed Rail Authority and the Southern California Association of Governments must ensure that any high-speed transit in the region will provide improvements in each of the following:
 - Connectivity
 - Mobility
 - Decentralized aviation system
 - Environmental benefits
 - Economic stimulus
 - Goods/Cargo Movement
- The Draft EIR/EIS does not discuss the movement of cargo/freight and services. The movement or the potential movement of cargo/freight and the effects high-speed rail could have on existing goods movement services should be discussed in the Final EIR/EIS.
- More site-specific analysis, including coordination with proposed projects in the region, should be conducted on segment-specific project EIR/EIS documents.

Funding

- *State and Local Funding.* As noted, construction costs of the HST alternative are estimated at \$33-37 billion, a portion of which is proposed to be financed through “existing airport user fees and passenger facility charges...local funds (from existing sources), and existing state transportation revenue sources (e.g., gas tax, sales tax on gas).” SCAG is concerned about the use of such existing local funds and state transportation revenue sources. In most cases, these funding sources are already obligated for state and regional projects in the RTP and would not be able to sustain the financial demands of implementing this system.
- *Federal Funding.* A majority of the \$33-37 billion cost of implementing the high-speed rail system would be financed through general obligation bonds and federal grants or loans. However, the potential impact this could have on future state and local funding needs for existing or planned infrastructure is not discussed; nor is the impact on federal, state and local funding sources addressed. The potential affects on availability of federal funds for other projects in the state or regions of the state requesting financial support must be addressed.
- *Operations and Maintenance.* On page 1-1, it is stated that the California High-Speed Rail system would have revenues in excess of operations and maintenance costs. However, in Chapter 4, annual operation and maintenance costs per train mile is given as approximately \$153 million, and it is stated that “(Operation and Maintenance) Costs do not include the costs from train operations, maintenance of fleet of train sets, propulsion fuel (electricity), or marketing and reservations for the service.” Following this statement, in table 4.3-3, additional O&M costs are given as:

Train Operations	178.2 million
Equipment Maintenance	208.9 million
Marketing and Reservations	37.5 million
Power	126.1 million

With these additional estimates, it is not clear which numbers are being used in the conclusion in Chapter 1 that the system will produce revenues above O&M costs. Please specify this in the final document.

Coordination

- The California High Speed Rail Authority should coordinate all planning and implementation activities with SCAG and other regional stakeholders. Specifically, with regard to Maglev, aviation, environment, growth, access, finance and community development. This coordination should entail consideration of the goals, policies, and technical information in the adopted RTP and working with SCAG Committees and Task Forces to help ensure that southern California's priorities are fully considered. SCAG can provide an important forum to help the Authority reach out to cities and counties in southern California to collaboratively finalize alignments, design, and mitigation. Also, the Authority should work with SCAG's Growth Visioning effort to help implement Transit-Oriented-Development around proposed stations. This coordination will help support their subsequent project-level environmental reviews for segments in the SCAG region.

Mitigation

- In SCAG's 2004 RTP PEIR, each impact and mitigation measure is specified and the significance after mitigation for each impact is identified. An approach similar to this would be useful in analyzing post-mitigation impacts.
- A copy of SCAG's Mitigation Monitoring Reporting Program (MMRP) from the 2004 RTP Draft Program EIR is attached for your use and consideration. Our MMRP provides a useful menu of mitigation options that should be considered for the Final Program EIR/EIS, and should be used in subsequent, project level environmental reviews. Additionally, SCAG's 2004 RTP Draft Program EIR should be used to bolster the cumulative impact analysis of future project level environmental reviews. The Program EIR can be accessed at:
<http://www.scag.ca.gov/peir/index.htm>
- All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

Figure S.4-2
High-Speed Train Corridors and
Stations for Continued Investigation

